

A FEW MORE CLIPPINGS.

Under the caption: "Why 'American' party was formulated the 'American' campaign of stealth. Gentile women deceived." Goodwin's Weekly, one of the organs which we find supporting the "campaign of stealth" this year, had the following to say anent that same party last fall:

"Within two weeks after the meeting of the state convention, Mr. Lippman, with the sanction and probably at the instance of Mr. Kearns, had gathered together a lot of old anti-Mormon firebrands, defeated candidates, and malcontents, as well as a meager smattering of people who honestly believed that the movement was a sincere and righteous one, and in malice and medacity and baffled desire this party found its inception.

"What do intelligent and conservative Gentiles think of a society organized through such base intrigue? What do men of manly instincts think of giving their aid to a society organized by unmanly men for malicious ends?

"Intelligent Republicans should remember when they go into the voting booth next Tuesday that if they support this upstart society, they are merely adding and abetting the most unworthy and contemptible conspiracy that ever blemished the politics of a sovereign state.

"The 'American' party is no haven for upright and conservative Gentiles. It is merely a mongrel outgrowth of spite and bitterness, projected in times of peace because an ignorant and unworthy senator was unable to negotiate a deal for a second term in the United States senate.

"Every Republican should carefully deliberate on these considerations next Tuesday. If this be done, it is difficult to see how his vote can ever be cast for the nominees of the 'American' party, a hydra-headed, malformation which represents solely a desire for revenge incited by the defeat of a revolting political intrigue.

"The chief slogan of the 'American' party is directed against what it refers to as 'Mormon control of the schools.' Gentile Republicans are invited to vote for the nominees of the Kearns' party as a protest against this terrible spectre of Mormon encroachment. Many people have been led into an alliance with the Revenge society on that issue alone. On the face of it, this pretext for a bolt sounds more or less plausible. Its chief defect, however, is that there is absolutely no evidence that the Mormons are attempting to control the schools of this county, and the effort to create an alarm on that subject is

the flimsiest kind of political demagoguery. The Tribune has attempted no refutation of the fact that, while the enrollment shows that there are many more Mormon than Gentile pupils in the public school, fully 80 per cent of the teachers are Gentiles.

"The bolting organ, in a senile explanation of this, announced that the Mormon church was attempting to secure such control by stealth. They have had nine years in which to operate this campaign of stealth, and the fact that they have not proceeded any further than that is a sad comment on Mormon diplomacy and shows that as far as the schools are concerned, there is nothing to be alarmed at."

The "organ" from which the above extracts are taken kept repeating in nearly every issue last year, that the followers of the new party move had been bought body and soul. How about the followers of this year?

SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD CO.

TIME TABLE.

EFFECTIVE MAY 1st, 1905.

DEPART DAILY.	
From Oregon Short Line Depot, Salt Lake City.	
No. 57—For Stockton and Tintic district	7:45 a.m.
No. 53—For Provo, Mercur, Mantl and points on Sanpete Valley	8:00 a.m.
No. 51—For Provo, Nephi and Lynn	5:00 p.m.
No. 1—For Los Angeles and intermediate points	8:30 p.m.
No. 55—For Nephi and intermediate points	11:30 p.m.

ARRIVE DAILY.

No. 2—From Los Angeles and intermediate points	6:30 a.m.
No. 52—From Lynn, Provo and intermediate points	9:50 a.m.
No. 56—From Mantl, Nephi and intermediate points	1:30 p.m.
No. 54—From Nephi, Provo and intermediate points	5:40 p.m.
No. 58—From Tintic district and intermediate points	6:00 p.m.
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DENVER & RIO GRANDE RAILROAD

CURRENT TIME TABLE.

In Effect May 21st.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysville	8:00 a.m.
No. 112—For Bingham	8:10 a.m.
No. 102—For Park City	8:15 a.m.
No. 6—For Denver and East	8:50 a.m.
No. 13—For Ogden	10:25 a.m.
No. 5—For Ogden and West	10:35 a.m.
No. 1—For Ogden and West	1:45 p.m.
No. 113—For Bingham	3:00 p.m.
No. 2—For Denver and East	3:50 p.m.
No. 8—For Provo and Tintic	5:00 p.m.
No. 11—For Ogden	6:05 p.m.
No. 4—For Denver and East	8:00 p.m.
No. 3—For Ogden and West	11:10 p.m.

ARRIVE AT SALT LAKE CITY.

No. 6—From Ogden and West	9:40 a.m.
No. 12—From Ogden	9:50 a.m.
No. 7—From Tintic and Provo	10:00 a.m.
No. 5—From Denver and East	10:25 a.m.
No. 113—From Bingham	10:50 a.m.
No. 1—From Denver and East	1:45 p.m.
No. 14—From Ogden	3:05 p.m.
No. 2—From Ogden and West	3:40 p.m.
No. 101—From Park City	5:15 p.m.
No. 115—From Bingham	5:40 p.m.
No. 9—From Provo, Heber Marysville	6:00 p.m.
No. 4—From Ogden and West	7:50 p.m.
No. 3—From Denver and East	11:00 p.m.

All trains except Nos. 1 to 6 inclusive, stop at intermediate points.
Ticket office, Daily block. Phone 205.
I. A. BENTON, G. A. P. D.

OREGON SHORT LINE RAILROAD.

TIME TABLE.
In Effect June 1, 1905.

ARRIVE.

No. 4—From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver	5:15 a.m.
No. 8—From Ogden, Portland, Butte, San Francisco	8:30 a.m.
No. 6—From Ogden and intermediate points	9:30 a.m.
No. 12—From Ogden, Cache Valley and intermediate points	11:45 a.m.
No. 2—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco	4:45 p.m.
No. 10—From Ogden, Cache Valley, Butte, Portland and San Francisco	7:40 p.m.

DEPART.

No. 5—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis	7:10 a.m.
No. 7—For Ogden, Portland, Butte, San Francisco and intermediate points	10:30 a.m.
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco	1:40 p.m.
No. 11—For Ogden, Cache Valley and intermediate points	4:10 p.m.
No. 3—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago	6:05 p.m.
No. 9—For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points	11:45 p.m.

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Note:—Train numbers shown above are Oregon Short Line train numbers, and do not apply to the Southern Pacific west of Ogden or the Union Pacific east thereof.

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